

PRICE \$2½ PER MONTH

SHIPPING.

ARRIVALS.

Sept. 16. HERMES, Norwegian str., 849, J. C. Jensen, Hongay 14th September, Coals.—
JARDINE, MATHESON & CO.

Sept. 17. PROPONTIS, British str., 1,389, Crawford, Singapore 10th September, General.—CHINESE.

Sept. 17. CHOYANG, British steamer, 1,100, Bowler, Canton 17th September, General.

—JARDINE, MATHESON & Co.
Sept. 17, BRINDISER, British str., 2129, C. H.
Watkins, Bombay 30th August, General.—
P. & O. S. N. Co.
Sept. 17, HAILAN, French str., 377, Band,
Pakhoi and Hoïhow 16th Sept., General.—
A. R. MARTY.
Sept. 17, KWANLEE, Chinese str., 1,505, R. L.
Lincoln, Canton 17th Sept. General.—C.

M. S. N. Co.
Sept. 18, HANOI, French str., 740, G. Minard,
Haiphong 15th Sept., and Heihow 17th,
Rice and General.—A. R. MARTY.
Sept. 18, KEONGWAI, British str., 1,115, K.
Unsworth, Bangkok 14th Sept., and Strato
17th, General.—YUEN FAT HONG.
Sept. 18, KIANGNAN, Chinese str., 1,347, Bris
sander, Amoy 16th September, Ballast.—

Sept. 18, LYERMOON, German str., 1238, G.
Heuermann, Shanghai 15th September.
General and Sundries.—SIEMSEN & Co.
Sept. 18, SAN JOAQUIN, Amr. str., 335, Julian
Stuercke, Manila 15th Sept. General.—
ARRATON V. APAC & Co.
Sept. 18, THALES, British str., 820, H. Bathurst,
Focchoo, Amoy and Swatow 17th Sept.
General. Baring & Company & Co.

Sept. 18, KWIRIANG, British str., 1,043, A. W. Underbridge. Canton 18th Sept., General.—**BUTTERFIELD & SWIRE.**
Sept. 18, WOOSUNG, British str., 1,109, Dawson, Canton 18th Sept., General.—**BUTTERFIELD & SWIRE.**

Decima, German str., for Saigon.
Danja, British str., for Shanghai.
Dania, German str., for Singapore.
Jellie Bard, British ship, for Royal Bond.
Frejr, Danish str., for Hallow.
Hong Luong, British str., for Amoy.
Pacoma, British str., for Shanghai.
Quarta, German str., for Samarang.

DEPARTURES.

Sept. 17,	HEMES, Norwegian str., for Canton.
Sept. 17,	MUSKOKA, British bark, for New York.
Sept. 17,	PROSTER, Norw. str., for Port Wallut.
Sept. 17,	COROMANDEL, Brit. str., for Shanghai.
Sept. 17,	HONG LEONG, British str., for Amoy.
Sept. 17,	SUTLEY, British str., for Europe.
Sept. 17,	TACOMA, British str., for Tacoma.
Sept. 18,	CANTON, British str., for Shanghai.

Sept. 18, DECEMA, German str., for Siam.
Sept. 18, FBEJE, Danish str., for Hoihou.
Sept. 18, HAILOONG, British str., for Swatow.
Sept. 18, GANFA, British str., for Shanghai.
Sept. 18, QUARTA, German str., for Samarang.
Sept. 18, ROSETTA, British str., for Yokohama.
Sept. 18, SUEVIA, German str., for Havre.

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Capt. Arpe	Mr. Enrique Martinez
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Mr. & Mrs. Barretto & children	Mr. J. Y. Mayston
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Mr. Baxter & child	Mr. R. Nappoggi
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 Mr. F. J. Haver Droeze
 Colonel H. Eldkale
 Mr. S. P. Farbach
 Mr. R. S. Judd
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 Alfs. H. St. Marc
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Mr. M. E. P. Frost	Mr. H. E. Pollock
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Lieut.-Colonel The O'Gorman	Mr. A. Sinclair
Colonel E. H. Gorges	Mr. A. Findlay Smith
Mr. H. H. Hirsch	Mr. A. G. Stokes
	Mr. G. H. Wheeler

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VESSELS IN DOCK.

ABERDEEN DOCKS.—Ningchow, Isidoro Pons, Atlantic, Michael Jensen, Ozma, Fatshan, Liberal, Empress of Japan, Kweiyang.

COSMOPOLITAN DOCK.—Poyang, Menmuir.

**HONGKONG HIGH-LEVEL TEAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 10.30 a.m. ...Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ...Every half hour.
12.30 p.m. to 2.30 p.m. ...Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ...Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m.
to 11.15 p.m. every half hour.
SATURDAY.

SUNDAYS
8.45 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 3 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from
6.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Ocean
Beach Office, 33 & 40 Ocean Boulevard.

JOHN D. HUMPHREYS & SON
General Managers
Birmingham 1st April 1919.

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These SEEDS are supplied to us by the best
growers in the world. It is particularly
requested that care be taken when sowing
and sowing in the soil. Only superior seeds
are supplied. Incompetence in dealing with the seeds
may sometimes lead to disappointing results.

CLAY'S FERTILIZER.
Supplies natural nourishment to the soil.
In Tins
10lbs. each \$1.75
25 " \$4.50

RANSOME'S LAWN MOWERS.
The Best and Cheapest Machines in the Market.
Supplied at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
ESTABLISHED 1841.

Hongkong, 9th September, 1898. [24]

NOTICE TO CORRESPONDENTS
Only communications relating to business matters
should be addressed to this Editor.
Correspondents should forward their communications
with communication addressed to the Editor, not
to publication, but as evidence of good faith.
All letters for publication should be written on one
side of the paper only.
No anonymous communications should be received.
Communications should be sent by post, and should
be sent by the day of publication. After that
date they will not be published.
The Editor's Address: Press Building, 11, Queen's
Road, Hongkong.
P.O. Box 22. Telephone No. 12.

The Daily Press.
HONGKONG, September 19th 1898.

This United Service Magazine for August has
an article by Colonel DE LA POER BERRINGTON
on the Trans-Siberian Railway. In a
note on the article the Spectator says:—
"People here talk glibly of the Trans-
Siberian Railway being ready in four or
"five years, of Russia then being able to
"send troops into Manchuria, and generally
"as if the railway, when made, would make
"it easy to move great bodies of men from
"St. Petersburg to Port Arthur as from
"London to Aberdeen. As a matter of fact,
"the accomplished engineering difficulties
"are very great, and when they are got over
"Russia will only have a single line, far
"more useful for carrying mail-bags than
"large armies. As the writer of the article,
"Colonel DE LA POER BERRINGTON, very
"truly says: 'The civilian mind is, perhaps,
"somewhat inclined to run riot over
"the facilities for transport of troops
"which it [the Trans-Siberian line] will
"provide.' As he points out, though
"the Germans had the well-laid French
"lines at their disposal, the authorities
"in 1870 often found it more convenient to
"send troops by road. The truth is, there
"never was a greater bogey than the Trans-
"Siberian Railway. The notion that it
"would be wise to go to war with Russia
"while there is yet time, and before this
"terrible instrument of war is completed,
"is utterly preposterous. Judging from this
"it appears possible that Colonel DE LA
"POER's criticisms may be taken too literally
"and that the importance and military value
"of the line may be as much underrated as
"they have perhaps in some quarters been
"overrated. 'When it becomes a question
"of moving men 7,000 miles,' says Colonel
"DE LA POER BERRINGTON, 'of transferring them
"vagrants, guns, horses, baggage, and food,
"and transporting all these things, as well
"as the men, for these vast distances, the
"problem is not easy of solution.' No
"doubt the resources of the line would break
"down under a demand for the sudden
"removal of a large army from one of its
"terminal to the other, but that is a demand
"it is not likely to be made upon it, and
"it is not in that direction that the impor-
"tance of the line lies. It may still be found
"more convenient, even after the line is com-
"pleted, to send relief and reinforcements to
"Eastern Siberia by sea in ordinary times,
"but if ever the strain of war is felt the
"Trans-Siberian Railway will prove of in-
"calculable advantage to Russia in affording
"her an alternative route along which she
"can promptly send, if not enormous armies,
"at least reinforcements of special corps
"and of superior ranks. The line would be
"found of service, for instance, if in
"some military crisis in Siberia, it enabled
"the selected generals with their staffs to
"reach the point of operations in a fortnight.

Instead of by the six weeks' sea route.
Facilities of communication must always be
of enormous advantage in time of war, even
although the means of transport are limited.
We have heard local military critics express
themselves in similar deprecatory terms of
the Siberian Railway to those employed by
the Spectator. Because the line cannot
transport twenty thousand men from Mos-
cow to Vladivostok with its little trouble
as that with which an English railway
will run a summer excursion: to the
ascend it is assumed that its military
potentialities may be ignored. Nothing
could be more mistaken. Though the
German authorities in 1870-71 some-
times found it more convenient to move
troops by road than by rail, it is not to be
assumed that the railways did not prove of
value as a means of maintaining rapid com-
munication between different points. Stra-
tegic value is attached to the Indian Rail-
ways and to the Canadian Pacific Railway,
and it was the superior railway communi-
cations possessed by the North in the Ameri-
can Civil War that the Confederate leaders
assigned as one of the principal causes of
the Federal success. It may be well to
point out, too, for the benefit of those who
may be inclined too readily to jump at
conclusions from reading brief summaries
of the article under notice, that the author
is speaking only of the immediate future.
"Of course," he says, "with time depots
"with food, rest camps for use in summer,
"or even in winter, will be provided; but
"nothing of the sort has been estimated for
"the first construction of the railway,
"and the money for the construction of the
"same does not, at present at all events,
"seem to be forthcoming." When the line
is completed we opine it will not be long
before adequate supplies for an army in
transport will be found all along the route.
We cannot agree, therefore, with the Spectator
in considering the Trans-Siberian Railway a
military bogey, but we cordially endorse
the remark that "The notion that it
"would be wise to go to war with Russia
"while there is yet time, and before this
"terrible instrument of war is completed
"is utterly preposterous." The notion is
preposterous, not because the Trans-Siberian
Railway is not of military value, but be-
cause the results generally anticipated from
such a war are not such as would justify it.
It is said by the Jingoes that if we fought
Russia now we might get her back for
twenty years; no one seems to regard it as
at all possible that we could permanently
retard the development of Russia in Siberia
and Manchuria. But what is twenty
years in the life of a nation? If we
are to fight let it be for some well defined
and permanent advantage.

The appointment of Mr. J. Dyer Ball to be
a member of the Board of Examiners is
announced.

The appointment of Mr. H. E. Pollock to be
Acting Attorney-General during the absence
of the Hon. W. M. Goodman is gazetted.

Mr. H. P. Tooker, of the Public Works
Department, who has been in the East for
home on Saturday by the Suez, accompanied
by Mrs. Tooker, Mr. Tooker's many friends
and a large number of acquaintances.

Chung Yung Hing is the master of the steam
launch Kien Shin. He was fined \$25, or six
months, by Commander Hastings on Saturday
for using his steam whistle in the harbour on
Thursday for a purpose other than that for
which it is allowed.

At the Magistrate's on Saturday a postman
was sentenced to four months' hard labour for
fraudulently detaining a letter, the property
of the Postmaster-General, in the post office,
and was sentenced to a further period of four
months for removing a postage stamp from the
same letter.

The regulations relating to wharves notified
in Government notification No. 311 of 1898
have been cancelled and the regulations pre-
viously in force are to continue till the 1st
of January, 1899, when the new regulations
come into force on the 1st January next.
The regulations which are the same substantially
as those under notification No. 311, except as
regarding the date of their coming into operation.

On Saturday morning a Chinese painter was
at work on some scaffolding at the back of De-
sires' Arcade when he missed his hold and
fell distance of 50 feet, sustaining serious
injuries. Dr. Swan, who attended to him, found
that he had sustained a severe fracture of the
skull, from which he is not likely to recover.
Mr. H. H. and another gentleman found
that they could find the injured man, who was
afterwards removed to the hospital.

A contractor and four bricklayers were
summoned at the instance of an Indian con-
tractor for disorderly conduct on Kennedy Road.
One of the defendants called the constable to a coffee
house, where he found first and second defendants
beating third defendant. He was told that
first and second defendants employed the others
and would pay them their wages. The constable
arrested them all, and on Saturday
Commander Hastings fined first and second
defendants \$7, or 28 days, the rest being
discharged.

A rich club appeared before Commander
Hastings on Saturday and told how two other
rich clubs, the "Gentlemen" and the "Ladies,"
had been formed. He said he was standing near the Clock Tower
when they and two other men came up to him
and struck him repeatedly, without saying a
word. He said that the "Gentlemen" club was
the first that he had heard of, and that he had
been asked to join it. He said that he had
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VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STAMBERS	TO SAIL ON	REMARKS.
STRAITS & BOMBAY.	Verona S. Borcham	About 15th September.	Freight.
LONDON	Scythia T. H. Hild, R.N.R.	About 20th September.	Freight.
LONDON	Manila R. L. Hild, R.N.R.	About 25th September.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendant.

Hongkong, 19th September, 1898.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
MANAGAWA MARU J. MacKenzie	Kobe & Yokohama	Wednesday, 21st Sept. at 4 P.M.
YAMASHIRO MARU J. Jones	Nagasaki, Kobe & Yokohama	Monday, 26th September, at 4 P.M.

WAKASA MARU J. B. MacMillan	Manila, London & Antwerp	Tuesday, 27th Septem- ber, at 4 P.M.
SHUNAI MARU C. Olsen	Manila, London & Antwerp	Friday, 30th September, at Noon.

TOYO MARU M. V. Haswell	Thursday Island, Townsville, Brisbane, Sydney, and Melbourne	Friday, 30th September, at 4 P.M.
MAETSUMI MARU M. Nishikawa	Kobe & Yokohama	Friday, 30th September, at 4 P.M.

MIYU MARU S. Kawamura	Singapore, Colombo, and Bombay	Tuesday, 4th October, at Noon.
RIKUN MARU A. E. Moore	Seattle, Wash., U.S.A., & Kobe	Thursday, 6th October, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 19th September, 1898.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R.	WEDNESDAY, 23rd Sept., 1898
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R.	WEDNESDAY, 26th Oct., 1898
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd Nov., 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 2, 3, 4, 5, 6, 7, 8, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the route is traversed.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 1st September, 1898.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.
(FAST ASIAN SERVICE).

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, Glasgow, North and South American Ports).

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
S.S. SILEZIA Capt. Bahrens	HAVRE, ANTWERP, AND HAMBURG	About 25th September.
S.S. ALESIA Capt. Meyerdiel	LONDON, HAMBURG, AND ANTWERP	About 10th October.
S.S. WITTENBERG Capt. L. Madson	HAVRE AND HAMBURG	About 12th October.

These steamers have superior accommodation for Passengers and carry a Doctor and Stewards.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., AGENTS.

Hongkong, 19th September, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA	FOR PORTLAND, OREGON,
IN CONNECTION WITH	IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.	OREGON RAILROAD AND NAVI- GATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,167	J. T. Brubaker	Sept. 27	BRANFORD	2,600	E. Porter	Oct. 1
OLYMPIA	3,665	T. H. Dobson	Oct. 22				
COLUMBIA	3,654	A. Gow	Nov. 1				

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 27.

Excellent accommodation. First class Table, Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 23.

The best route to the Klamath Gold Fields. Frequent Sailings from Victoria, Tacoma and Portland to DRYA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Cumulative Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Freights will be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 19th September, 1898.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR WHICH APPLIED TO.	TO BE DESPATCHED.
LONDON VIA SUEZ CANAL.	Dardanus	Brit. str.	Gregory	Butterfield & Swire	To-day, at Noon.
LONDON VIA SUEZ CANAL.	Indra	Brit. str.	Nish	Butterfield & Swire	On 27th inst.
LONDON VIA SUEZ CANAL.	Robur	Brit. str.	Krohn	Gibb, Livingston & Co.	On or about 8th Oct.
LONDON VIA SUEZ CANAL.	Manila	Brit. str.	Mills, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
LONDON, HAMBURG & ANTWERP.	Alesia	Ger. str.	Haddock, R.N.R.	Carlson & Co.	On or about 16th Oct.
BREMEN VIA PORTS OF CALL.	Darmstadt	Ger. str.	Kossmann	Molers & Co.	On 18th Oct., at 9 A.M.
HAVRE, ANTWERP & HAMBURG.	Silbia	Ger. str.	Kossmann	Carlson & Co.	On or about 25th inst.
MANILAS, LONDON & ANTWERP.	Wakasa Maru	Jap. str.	MacMillan	Nippon Yusen Kaisha	On or about 12th Oct.
MANILAS, LONDON & ANTWERP.	Indus	Frean. str.	Vegeles	Messageries Maritimes	On 24th inst., at Noon.
VANCOUVER, V. SHANGHAI, &c.	Empress of Japan	Jap. str.	Yamaguchi	Nippon Yusen Kaisha	On 27th inst., at Noon.
VICTORIA, B.C., & Tacoma	Empress of Japan	Jap. str.	Yamaguchi	Nippon Yusen Kaisha	On 27th inst., at Noon.
SEATTLE, V. SHANGHAI, &c.	Rigdon Maru	Jap. str.	Moss	Nippon Yusen Kaisha	On 27th inst., at Noon.
SAN FRANCISCO VIA SUEZ CANAL.	Doric	Brit. str.	McArthur	O. & J. S. S. Co.	On 27th inst., at Noon.
NEW YORK VIA SUEZ CANAL.	Madison	Brit. str.	Dodwell	Carlson & Co.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL.	Indra	Brit. str.	Nish	Butterfield & Swire	On or about 30th inst.
NEW YORK	Princess Arthur	Nov. bk.	Olsen	Arnold, Karberg & Co.	Quick despatch.
NEW YORK	Governor Robie	Nov. bk.	Colcord	Arnold, Karberg & Co.	Quick despatch.
NEW YORK	Adolph Oborg	Nov. bk.	Amshury	Arnold, Karberg & Co.	Quick despatch.
NEW YORK	Indra	Nov. bk.	Amshury	Arnold, Karberg & Co.	Quick despatch.
NEW YORK	Josephus	Nov. bk.	Amshury	Arnold, Karberg & Co.	Quick despatch.
VLADIVOSTOK	Dan. str.	Nov. bk.	Amshury	Arnold, Karberg & Co.	Quick despatch.
VLADIVOSTOK VIA SUEZ CANAL.	Sundat Maru	Jap. str.	Olsen	Nippon Yusen Kaisha	On 30th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA.	Yamaguchi Maru	Jap. str.	Yamaguchi	Nippon Yusen Kaisha	On 30th inst., at Noon.
YOKOHAMA, KOBE & NAGASAKI.	Hoboken Maru	Jap. str.	Watters	Molers & Co.	On or about 23rd inst.
KOBE & YOKOHAMA	MacKenzie Maru	Jap. str.	MacKenzie	Nippon Yusen Kaisha	On or about 23rd inst.
KOBE & YOKOHAMA	Matsuyama Maru	Jap. str.	Nishimura	Nippon Yusen Kaisha	On 30th inst., at 4 P.M.
KOBE	Thian Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
KOBE	Kwai Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
SHANGHAI	Kwai Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
SWATOW, AMOY & POOHOOW	Thian Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
MANILA DIRECT	Thian Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
MANILA DIRECT	Thian Maru	Jap. str.	Gibb	Livingston & Co.	On 30th inst., at 4 P.M.
SYDNEY, MELBOURNE, &c.	Taiyuan	Brit. str.	Taylor	Butterfield & Swire	On 27th inst., at 5 P.M.
TRAY ISLAND, TOWNVILLE, &c.	Taiyuan	Brit. str.	Taylor	Butterfield & Swire	On 27th inst., at 5 P.M.
SINGAPORE, COLOMBO, &c.	Oussang	Brit. str.	Oussang	Nippon Yusen Kaisha	On 30th inst., at 4 P.M.
STRAITS & BOMBAY	Mike Maru	Jap. str.	Kawamura	Nippon Yusen Kaisha	On 4th Oct., at Noon.
STRAITS & BOMBAY	Verona	Brit. str.	Borcham	P. & O. S. N. Co.	Quick despatch.

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"MENMUI" will be despatched for the above port TO-DAY, at 10 A.M.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th September, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA MANILA AND SHANGHAI.

THE Company's Steamship

"DARDANUS" will be despatched for the above port TO-DAY, at 10 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th September, 1898.

FOR MANILA DIRECT.

THE Company's Steamship

"YUEN-SANG" will be despatched for the above port TO-DAY, at 10 A.M.

This steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th September, 1898.

FOR KOBE.

THE Steamship

"TAIWAN MARU" will be despatched for the above port TO-DAY, at 10 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1898.

FOR VLADIVOSTOK.

THE Steamship

"ASK" will be despatched for the above port TO-DAY, at 10 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1898.

FOR SINGAPORE, SOERABAYA, AND SAMARANG.

THE Company's Steamship

"ONANG" will be despatched for the above port TO-MORROW, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWAIYANG" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1898.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MACDUFF" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Steamship

"TAIYUAN" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1898.

FOR NEW YORK.

THE 3/3 L.I.L. American Ship

"JOSEPHUS" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1898.

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE Company's Steamship

"DORIC" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1898.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

DORIC (via Shanghai)	WEDNESDAY, Sept. 21, 1898, at DAYLIGHT.
BAYVIEW (via Shanghai)	TUESDAY, Oct. 11, 1898, at Noon.
Corrie (via Shanghai)	SATURDAY, Oct. 29, 1898, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any port en route.

Through Passenger Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers and to the principal cities of the United States and Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1898.

NORDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

DARMSTADT	Wednesday	12th Oct.
SACHSEN	Wednesday	9th Nov.
BATZEN	Wednesday	7th Dec.
PRINZ HEINRICH	Wednesday	4th Jan.
PREUSSEN	Wednesday	1st Feb.
SACHSEN	Wednesday	1st March.

ON WEDNESDAY, the 13th day of October, 1898, at 9 A.M., the Company's Steamship "DARMSTADT" Captain A. Kossmann, with MALES, PASSENGERS, SPECIES, CARGO, &c., will leave for above port, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 10th October, Cargo and Specie will be received on board until 5 P.M. Tuesday, the 11th October, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 11th October. Contents of Packages are required. No Parcel Receipts will be issued for parcels exceeding 200 lbs. in weight.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 18th September, 1898.

FOR NEW YORK.

THE 3/3 L.I.L. American Ship

"ADOLPH OBORG" will be despatched for the above port TO-MORROW, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1898.

VESSELS ON THE BERTH.